

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.1 OAOWF1 FILE

FLT ID: 980312H	FM: KMRY	TO: KMRY
FLT NO: 98-03	BLK IN: 0427Z	ATA: 0419Z
ETD: 2300Z	BLK OUT: 2249Z	ATD: 2259Z
ETE: 0400Z	BLK TIME: 5.38 5.6	FLT TIME: 5.20 5.3
SPONSOR ORG:	PROGRAM: CALJET	PURPOSE: TOP22

OAO PERSONNEL

AC KENNEDY, P ✓	SYS ENG MCNAMARA, R
CP PHILIPPSON, R ✓	DATA SYS
NAV WHITE, S ✓	RADAR
FE BAST, G	DT/ODW CARPENTER, D ✓
RADIO ROLES, J ✓	CLD PHYS
FD C2424K, S ✓	DOPPLER

PARTICIPATING SCIENTIST/VISITORS/OAO

LAST, FIRST NAME	ACTIVITY ON A/C	AFFILIATION
PERRSON, O ✓	PI	
JORGENSEN, D ✓	SCIENTIST	
MILLER, D ✓	"	
SHEPHERD, T ✓	"	
KEARSEY, B ✓	MEDIA	NPS
ROACH, M ✓	"	DISCOVER MAG.
DANIELSON, D ✓	"	NWS LAX

PROPOSED/ACTUAL MISSION/REMARKS (RECCO, FIXES, STORM, PENET, NHOP #)

DW3 FROZEN 0030Z - ?

U.S. DEPT. COMM./NOAA/OAO - DATA SECTION WORK FORM NO.2 OAOWF2

FLT ID: 980312H

TIME OFF: 2259Z

TIME ON: 0419Z

	A/C T/O	WX STN	A/C LAND	WX STN
PRESSURE	1003.4	29.93	1004.0	29.88

NO DATA DISPOSITION/DATE/QUALITY

1/SEC FLT LVL TAPES		
FAST FLT LVL TAPES		
RADAR TAPES	1	
DOPPLER TAPES		
DDW CASSETTES		
HARD COPIES	1	
CLOUD PHYSICS	1	
AXBT		
AXCP		
ODW		
6PS	5	

PHOTOGRAPHY

	FWD	LS	RS	VERT
ON				
OFF				
RATE				

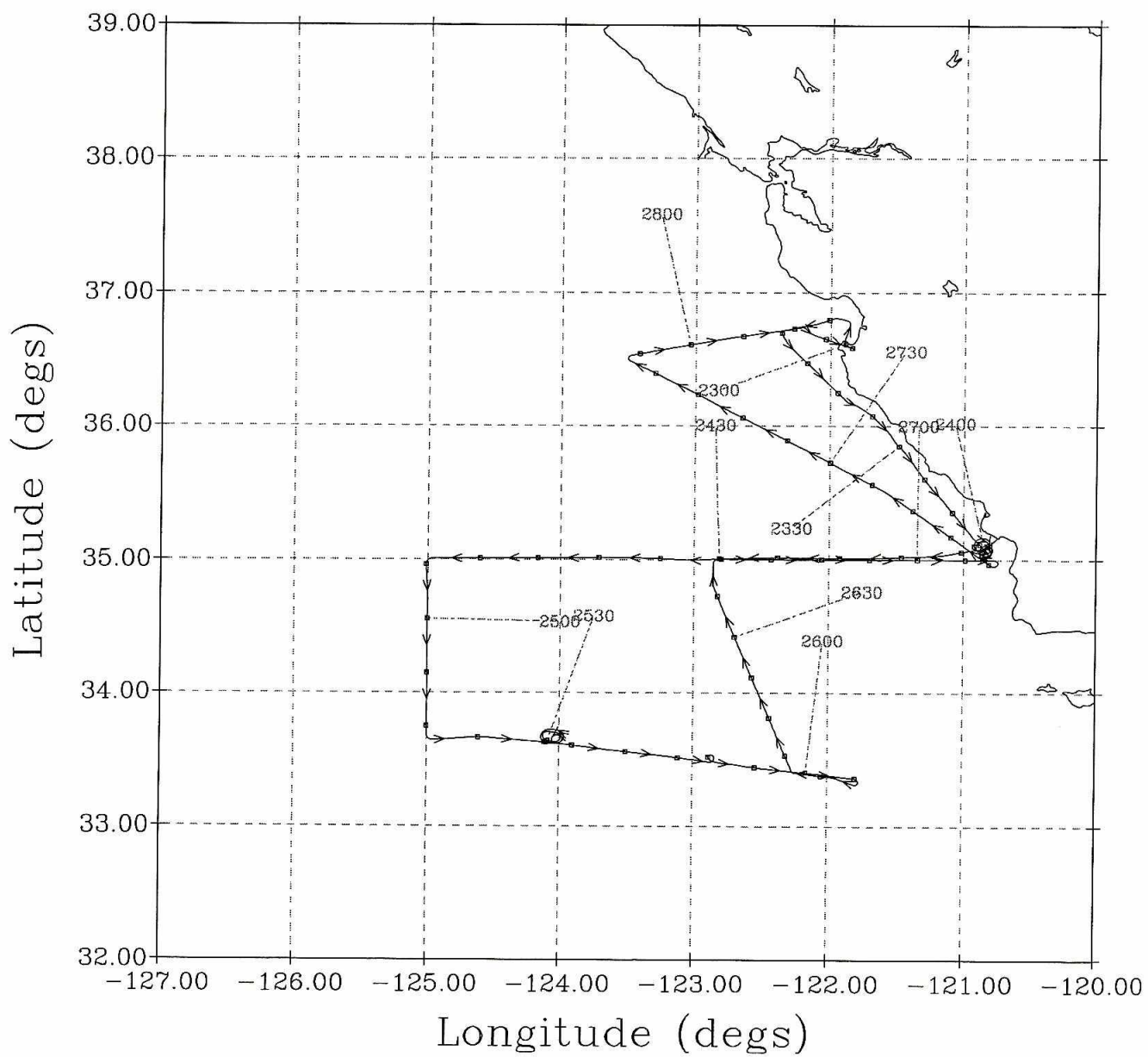
REMARKS

4 VIDEO TAPES

980312H

TIME	LAT	Lon	TK	HO	TA	TD	WD	WS	PA	GA	PS	SP	REMARKS
230917	36 43	122 20											PT 1 TURN 1K
231300	36 34	122 16	142	142	13.7	10.2	134	11.4	307	301	976.9	1012.1	BLD CLOUDS NO PRECIP
2347	35 04	120 49											THRU CLOUDS
000830	35 05	120 53	260	254	-21.5	-22.8	206	36.6	6096	6166	465.6	1011.5	PT 2 CIRCLE CLIM
012052	35 01	122 00	270	265	-23.2	-26.8	195	27.3	6096	6141	465.6	1014.6	LEVEL 20K HEADWES
0027	35 01	122 36											PROP 1 GOOD
003212	35 00	123 00	269	265	-24.3	-49.7	216	29.6	6096	6119	465.6	1014.8	ABOVE CLOUDS
003856	35 01	123 37	270	267	-23.3	-25.2	211	19.8	6097	6112	465.6	1012.5	PROP 2 PROPERLY 601
004843	35 01	124 30	269	269	-26.7	-48.2	250	23.4	6103	6107	465.2	1019.4	PROP 2A IN CLOUD
011042	33 42	125 00			-26.2	-47.2	294	23.9	6097	6125	465.2	1029.0	PROP 3 GOOD
012038	33 37	124 02											PROP 4 TURN
013350	33 37	124 00	94	92	9.7	3.8	300	24.0	592	590	944.1	1013.3	SPIRAL DESCENT
014030	33 30	123 26	98	99	9.8	9.6	277	21.8	599	598	943.3	1012.9	LEVEL 2K MOUNT CLOUDS
015245	33 28	122 42											FRONT 1/4 IN PRECIP
020500	33 21	121 47											PRE-FRONT THICKEN
020735	33 21	121 54	294	293	6.7	-6.6	210	13.3	1500	1519	845.8	1014.7	TURN & CLIMBS
0214	33 36	122 18											LEVEL SK BETWEEN LAM
0220	33 50	122 26	339	337	13.7	7.9	191	16.3	289	292	979.0	1013.2	ALONG FRONT 1/4 K
024200	35 00	122 39	90	97	13.0	10.0	197	25.9	295	292	978.4	1012.7	CROSSING FRONT
0300	35 00	120 54											PT 7 IN CLEAR
031100	35 00	120 52	311	311	14.3	5.1	134	12.1	296	295	978.1	1012.6	PT 8
034000	36 05	122 42	301	298	12.2	10.4	156	24.3	298	294	978.0	1012.5	PRE-FRONT LINE (ARC)
035200	36 27	123 27	302	302	11.5	9.1	265	8.9	296	291	978.1	1012.8	FRONT
0353													PT 9 & TURN & CLIM

Flight= 980312H CALJET IOP22
Time Interval=225800-042000 UTC



CALJET

Flight #23 H980312 IOP #22

DATA TYPE

SENSOR or OPTION

INE	1
Accelerometer	1
Temperature Probe	1
Altitude (for vertical wind)	RA-159
Static Pressure	Fuselage
Dynamic Pressure	Fuselage
Dewpoint Probe	1
Constants file:	CO2984.con

Notes:

There was one time gap 2246:01-2246:20.

The fast response total temperature probe was onboard and functional for this flight.

There were several upward spikes in the radar altimeter (RA-159) data. These spikes occurred during the following time periods:

2358:00-2358:30, 2359:30-0000:00, 0004:00-0004:30, 0008:00-0008:30, 0052:30-0053:00, 0107:30-0108:30(2), 0109:30-0110:00, 0113:00-0113:30, 0120:30-0122:00(2), 0124:30-0126:00(3), 0133:30-0135:00(2), 0142:00-0142:30, 0143:30-0144:00, 0150:30, 0151:00, 0212:00-0213:00, 0233:30-0234:00, 0242:00-0243:00, 0255:00-0256:30(2), and 0304:30-0305:00.

All spikes were removed and patched over.

Downward spikes in radar altimeter data are a result of overflying land.

There was a spike in the radar altimeter (RA-159) at takeoff and was replaced by RA-232 (2254:00-2259:42).

There was a spike in RA-159 at landing and was replaced by RA-232 (0418:40-0419:16). RA-159 was set to zero after landing (0419:16-0426:00).

TT1 was replaced by TT4 due to heavy precip (0037:33-0058:19).

Dewpoint exceeded ambient temperature on a few occasions due to heavy precipitation.

Aircraft inertial positions were renavigated with respect to GPS.

SPECIAL NOTE!!! Locations 80, 81 and 82 of record five on the standard tape contain vertical ground, vertical air and vertical wind speeds, respectively, derived from Dave Jorgensen's vertical wind algorithm. It is recommended that these values be used for vertical wind analysis.

	<u>Takeoff</u>	<u>Landing</u>
Aircraft static pressure	1003.4mb	1004.0mb
Corrected tower pressure	1013.5mb	1011.9mb

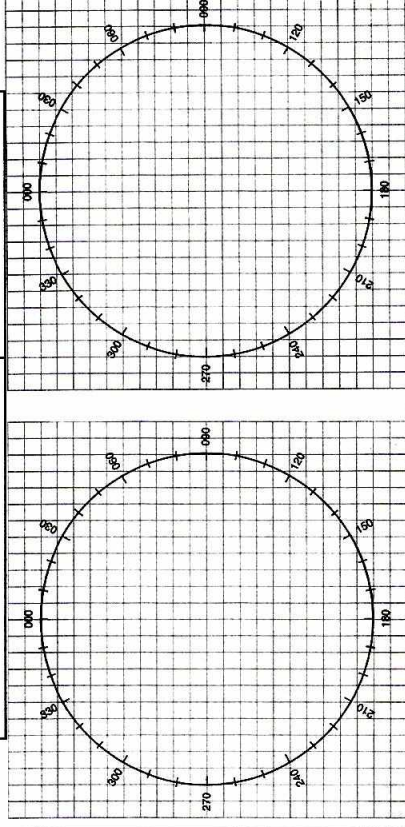
Flight Meteorologist: Stan Czyzyk, (813) 828-3310 ext. 3086

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TITLE (MAX 21 CHARACTERS) -- EX HURRICANE PAINE
CALJET IOP 22
YYMMDDL FLT I.D.
980312H
HHMMSS START TIME -99999 DEFAULT TO START OF DATA FOR PRINTOUT ONLY
225401
HHMMSS END TIME 999999 DEFAULT TO END OF DATA FOR PRINTOUT ONLY
042500
HHMMSS TAKE OFF TIME
225900
* NUMBER OF TAPES (I2) ...FOR STANDARD TAPE OUTPUT ONLY
23
* -----LOGICAL UNIT OF INPUT DATA (I1) 5, 8 OR 9 FOR TAPE DRIVE
9
* -----LOGICAL UNIT OF OUTPUT TAPE DRIVE (I1) [FOR STANDARD TAPE ONLY]
9
* -----LOGICAL UNIT OF PRINTER (I1)
6
* -----DATE OF PROGRAM (MMDDY)
06094
* -----STATIC PRESSURE PROBE (I1)
* 1 = PSW (WINGTIP)
* 2 = PSF (CO-PILOT/FUSELAGE)
* 3 = FUTURE USE
2
* -----DYNAMIC PRESSURE PROBE (I1)
* 0 = PQW(WINGTIP)
* 1 = PQF1 (FUSELAGE 1281)
* 2 = PQF2 (FUSELAGE 1221)
* 3 =FUTURE US
1
* -----INE SELECTION (I1)
* 1 = INE 1
* 2 = INE 2
1
* -----ACCELEROMETER (I1) - USUALLY THE SAME AS YOUR INE SELECTION
1
* ----- TOTAL TEMPERATURE PROBE (I1) [1 OR 2]
1
* ----- DEWPONT TEMPERATURE PROBE (I1) [1 OR 2]
1
* -----ALTIMETER OPTION (I1) - FOR VERTICAL WIND COMPUTATION
* 0 = PRESSURE ALTITUDE (OVER LAND)
* 1 = RADAR ALTITUDE APN-159 (OVER WATER)
* 2 = RADAR ALTITUDE APN-232 (OVER WATER)
1
* -----PRINTOUT RATE SECONDS (I2)
10
* -----WINDSPEED/DIRECTION RUNNING AVERAGE TIME, SECONDS (I2)
10 ! FOR STANDARD TAPE OUTPUT ONLY
* -----TIME OPTION (I1)
* 1 = MICRO 29
* 2 = TIME BASED GENERATOR #1
* 3 = TIME BASED GENEATOR #2
1
* -----NAME OF CONSTANTS FILE EX CO3863.CON
CO2984.CON
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PAGE OF

[illegible]

POSITION REPORT

1. POSITION
 2. TIME
 3. ALTITUDE
 4. NEXT POSITION
 5. ETA
 6. NEXT POSITION

EMERGENCY MESSAGE

TRANSMIT THE FOLLOWING MESSAGE TO ANY AGENCY ON THE AIR-GROUND FREQUENCY IN USE. IF UNABLE TO ESTABLISH COMMS, ATTEMPT CONTACT ON ANY OF THE FOLLOWING EMERGENCY FREQUENCIES:

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0	121.5	2182 KHZ	8364 KHZ	500 KHZ

**MAYDAY, MAYDAY, MAYDAY
THIS IS NOAA . NOAA**

- POSITION _____ N/S _____
E/W AT _____ Z _____

- HEADING _____ TRUE/MAG _____
- AT _____ KTS TRUE/INDICATED _____

- FLIGHT LEVEL OR ALTITUDE _____

- WE ARE A P-3 AIRCRAFT WITH _____ SOULS ON BOARD _____

- NATURE OF EMERGENCY ASSISTANCE DESIRED

- ASSISTANCE DESIGNED
- PILOT INTENTIONS

- WE HAVE _____ ENDURANCE REMAINING _____

[illegible]